

D & I tour May 1, 2017

Overall, the line is great shape with no noticeable cross level, broken ties or other issues. Weeds are well controlled, and ballast is very adequate with rip rap along flood prone areas. Most farming was along ROW lines but if there is any issue it is encroachment by adjoining landowners using electric fence in the ROW for grazing.

Bridge T-480 does have issues particularly on the east side at the abutment where concrete is flaking away. Casual observation would include if a new abutment surrounding the old one and extensive rip-rap on the north side to take the brunt of the stream flow would help.

The slide area is a challenge because the hill is obviously sliding. The hurdles around the issue of relocating the track to the west towards the river look to be prohibitive. All the environmental, wetland and tribal sign offs involved in moving the track could prove too time consuming and expensive to make it worthwhile. Other, quicker fixes might be a better use of available effort, time and money. Ideas discussed on site were pilings in the current track bed to stabilize the soil; building a bridge type structure in the current track bed that would hold the track in the event of the hill sliding under the track; drain tile from the hill to the east and a culvert under the track in the lowest spot. These alternatives and others, even if stop gap, need considered and could be part of a comprehensive maintenance plan.

The D&I has loading tracks for an LGE pit next to ethanol and DDG transload tracks near the Hudson POET ethanol plant. Both were busy and have adjoining flat land for expansion. There is also a meet & pass siding near Canton that was in good shape.

Chetworth

NAPA May 2, 2017

We high railed most of the track from Tyndall to the NAPA junction before any FRA inspections or decisions. Weeds need addressed immediately along the entire line. Everything west of Tyndall is in rail bank, with crossings covered, crossings torn out and trees in the rail bed. The line from Tyndall to Tabor is passable but many crossings are covered by gravel and have been damaged by road maintenance equipment. Potential use for the line would be most conceivable from Tabor east. To commercially use the line from Tabor to the NAPA junction would require extensive tie replacement and a ballast program but the overall travel was smooth. The grain facility at Tabor has a load out bin over what was the rail siding, but the siding is currently not useable, is torn up and doesn't appear to ever have been used for anything other than truck load out. The line adjoining the shuttle loader at NAPA junction has been upgraded to 286 status.